

Intimations.

SPECIAL.

Powell's

ALEXANDRA BUILDINGS

Are now showing a Splendid Variety

FASHIONABLE GOODS

at moderate prices.

SUNSHADES

from \$2.75 each.

Smart and Durable.

HOLLAND and DRILL SKIRTS

Well Cut, Newest Shapes, from \$5 each.

MUSLIN BLOUSES

Smart, Dainty. All Prices.

KID BELTS

White, Black, Reseda, Navy, Myrtle, Magenta, Sky, etc.

Latest Shapes, from \$1.50 each.

LINEN BELTS

-will wash splendidly- can be laundered like a linen collar.

Adjustable Clasps—

SPECIAL PRICE

\$1 each.

POWELL'S Alexandra Buildings.

Hongkong, 11th August 1906

Intimations.

K. A. J. OBTIRMALL & CO.,
8, D'ARQUILLER STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SEERINGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906.

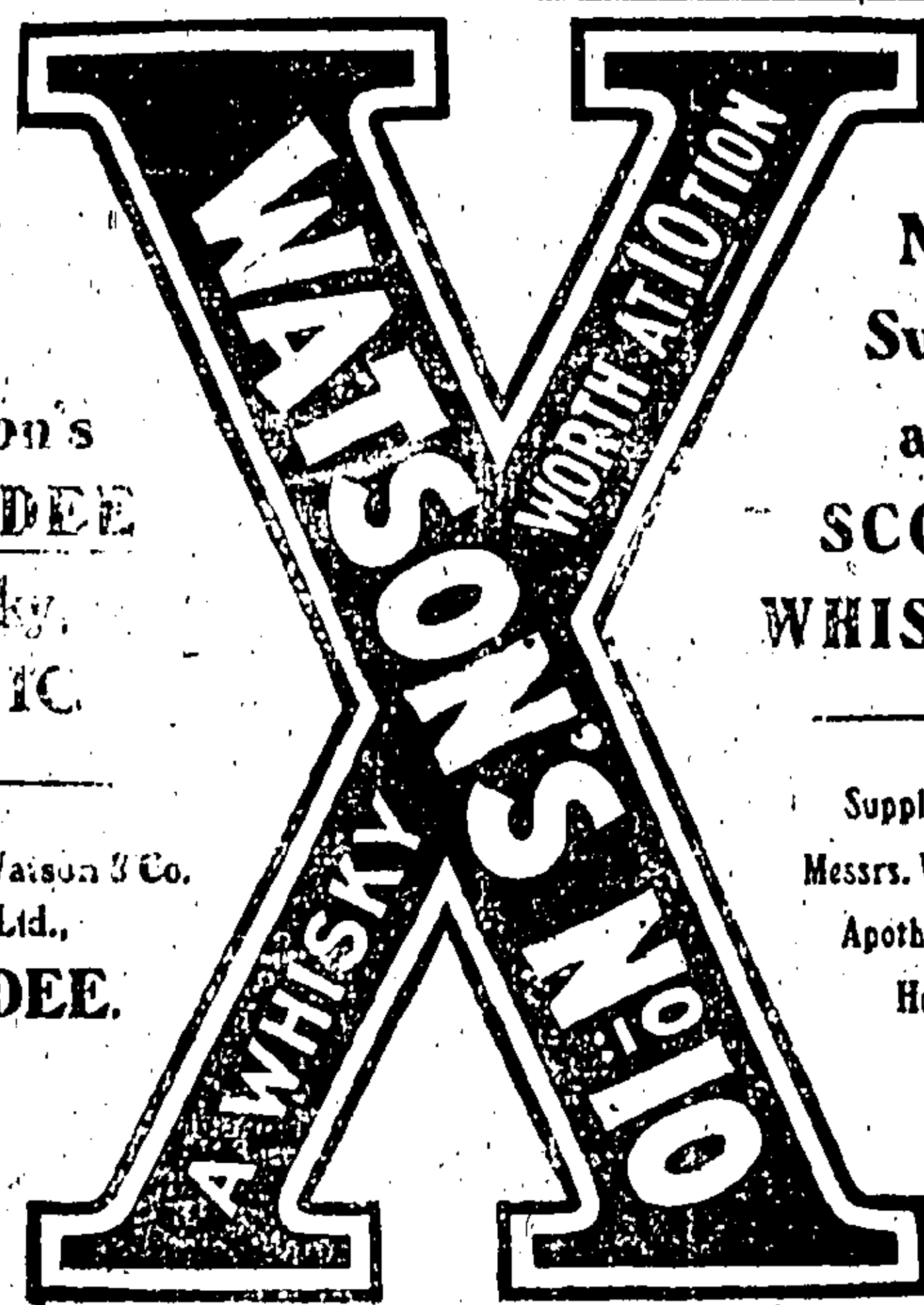
COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 3000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 22nd June, 1906.

ASK for
Watson's
DUNDEE
Whisky,
No. 10.

James Watson & Co.
Ld.,
DUNDEE.



No. 10.
Supreme
among
SCOTCH
WHISKIES.

Supplied by
Messrs. Watkins, Ltd.
Apothecaries' Hall,
Hong Kong.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 20th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE, Secretary.

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that BERNHARD FÜRST, of Landgericht Strasse, 6, Vienna, Merchant and Commission Agent, has, on the 20th day of April, 1906, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—
The distinctive device of a Revolver (which is known in the enamelled metal trade by one or other of the terms "Gun Brand," "Pistol Brand," or "Revolver Brand") in the name of "B. FÜRST," who claims to be the sole proprietor thereof.
The Trade Mark has been used by the applicant since the 14th day of August, 1901, in respect of enamelled iron hollow ware.
A facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the Undersigned.
Dated the 13th day of June, 1906.

WILKINSON AND GRIST, Solicitors for the Applicant.

GENERAL DRAPERS, MANUFACTURERS AND DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

THE HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, TO-MORROW, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE, Acting Secretary.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,
H. HUNTER, Acting Chief Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGULAR MEETING OF SHAREHOLDERS of the Corporation will be CLOSED from SATURDAY, the 4th to the 18th day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER, Acting Chief Manager.

HONGKONG, 30th July, 1906.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGULAR MEETING OF SHAREHOLDERS of the Corporation will be CLOSED from SATURDAY, the 4th to the 18th day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER, Acting Chief Manager.

HONGKONG, 30th July, 1906.

HONGKONG AND SHANGHAI BANKING CORPORATION.

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H. HUNTER, Acting Chief Manager.

HONGKONG, 30th July, 1906.

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By Order of the Court of Directors,
H. HUNTER, Acting Chief Manager.

HONGKONG, 30th July, 1906.

HONGKONG AND SHANGHAI BANKING CORPORATION.

BRIGANDAGE IN MANCHURIA.

For some time past reports of considerable activity among the Hungtutze in Manchuria have appeared in our columns. The latest papers from Japan provide further details of the outrages committed by these brigands, and to-day we publish a telegram which indicates that the Japanese Government is fully alive to the gravity of the situation. General Oshima, Governor-General of the province of Kwangtung, has been reminded that the suppression of the bands of mounted brigands now terrorizing the Liaoting Peninsula has become a matter of paramount importance. Any injury to foreign residents, it is pointed out, would not only reflect seriously upon the ability of the Chinese Government to keep order within its own borders, but would be prejudicial to the prestige of Japan, who has not yet divested herself altogether of her responsibility for law and order south of Changchun. Circumstances have forced Japan into a somewhat unenviable position with regard to Manchuria. According to the Treaty of Portsmouth a term of eighteen months was prescribed for the evacuation of Chinese territory by the Japanese troops. Prompted, probably, as much by a desire to demonstrate to the world its good faith as by financial considerations, the Japanese Government hurried on the evacuation without paying much attention to the permanent maintenance of order in the country, which would naturally devolve upon the Chinese authorities. Practically all the Japanese troops at present remaining in Manchuria are distributed along the lines of communication, and even they are not numerous enough to provide for more than small companies of 32 men at many of the main posts. The impunity with which roving bands of Hungtutze can scour the country may well be imagined. Negotiations, we understand, have been in train between Japan and China with the object of bringing home to the Japanese the responsibility in restoring order in Manchuria, but hitherto they have led to no practical result. An excellent opportunity would be thought, presented itself to put to the test some of Yuan Shih-kai's well trained battalions. It is obvious that, if China does not propose to guarantee security for the lives and property of foreign residents in Manchuria after the Japanese evacuation, public opinion will hold Japan justified in keeping in that country a force sufficient for the maintenance of law and order. Such an alternative is likely to be by no means welcome to Japan herself.—N. C. D. News.

COMMERCIAL.

FREIGHT.

Messrs. Lamke & Rogge's fortnightly report dated 11th August reads:—There has not been much of an improvement in freights during the period under review, and there is still a number of steamers, chiefly small and medium-sized ones, laid up for want of paying employment, but business has been quite lively during the fortnight through Java having entered the market for a lot of tonnage for this port and Japan, and 9 or 10 of the fortnight's fixtures, aggregating about 24,000 tons d.w., have resulted from this inquiry. Rates from 25 to about 27 cents per picul.

Saigon has had some charter to port Phillip at 22 and 24 cents per picul. More business could have been done had any boat been found willing to take about 28,000 piculs prompt at 21 cents, but this offer did not find a taker.

Saigon to Shanghai, a charter is reported of a boat to load 50,000 piculs at 20 cents, prompt. Saigon to this port, some inquiry has just led up to a charter at 13 cents. This is significant inasmuch as it shows that business is feasible again in this direction, and, as likely as not, demand may develop shortly, and rates be brought to a paying level.

Quarantine restrictions at Saigon were modified on the 30th ult., when this port was advised by telegram of Messrs. Wm. G. Hale & Co. that steamers arriving from Hongkong without native passengers were, after medical examination, allowed free pratique.

Concerning Bangkok; there is no room for outsiders at present. The liners even are reported to have difficulty in securing cargoes in consequence of belated rains. Fading boats from the interior are detained for want of sufficient water in the creeks.

Hoi-to—Business reported Hoi-to to this port, two steamers, at lump sum freights on basis of about 18 cents per picul.

Newchwang—No fresh chartering reported locally.

Coal Freight—From Hongkong, apparently nothing done. We hear of an offer made \$1.25 Hongkong to Swatow.

From Japan, Moji to this, the rate locally is unchanged at about \$1.30. A handy-sized local steamer obtained \$1.40 in Japan.

On monthly terms.—Australian trade—commencing at Otaru, terminating at an Eastern Port, a 4,000 tons d.w. carrier, the *Heinrich Menckel*, was chartered on basis of 31 per ton d.w., term about 3 months.

In sail freight there is nothing new to advise. Sail-shipment loading or to load.—For Baltimore or New York.—American ship *J. F. Chapman*, 2,015 tons, to arrive. American ship *S. P. Hitchcock*, 2,085 tons, to arrive.

Sail-shipment disengaged.—American bark *Alta*, 1,300 tons reg.

Departures of Sailing.—None.

FROM PAIN TO PEACE.

POSTAL OFFICIAL AT PEGU CURED OF KIDNEY COMPLAINT AND BACK PAINS BY DR. WILLIAMS' PINK PILLS.

Mr. N. S. D. McNeill of the Burma Postal Service was on duty at his desk in the Pegu Post Office when called upon and asked to give particulars about his cure by Dr. Williams' Pink Pills, but he gladly spared a few minutes in order to tell how this famous medicine had made him a healthy happy young man.

"In 1904 I suffered from Kidney troubles severely," said he. "The symptoms were acute pains in the back, nasty sick headaches, loss of appetite, and a tired-out sort of feeling which never left me. I always had an unpleasant taste in my mouth, and there was a peculiar dark puffiness under my eyes. The pains in my back were a source of constant misery, in fact it was only when lying down that I got any ease at all from them. Constipation also troubled me; this was more or less chronic. The miserable state of my health made me very weak and unhappy, and disinclined for society or for amusements of any kind. I consulted doctors and took medicines but without obtaining any benefit. At last about 9

months ago I tried Dr. Williams' Pink Pills for Pale People. The result was that after using about three bottles of these Pills my Kidneys became well again, the pains in the back, headaches, and other symptoms ceased. I found myself thoroughly cured. Since then I have enjoyed excellent health, and therefore I can honestly and sincerely recommend Dr. Williams' Pink Pills to all sufferers from Kidney Complaint."

"For all complaints resulting from a weak impure state of the blood Dr. Williams' Pink Pills for Pale People are the recognised remedy. The testimony of thousands of grateful men and women proves that these Pills cure Liver Complaint, Indigestion, Anemia, Early Decay, Nervous Breakdown, Rheumatism, Sciatica, Lumbago, Neuralgia, Paralysis, Beriberi, Skin Diseases, Boils, and Pimples. To women and girls they are of special value. Ladies the world over tell one another of the ease and health they give. They have made thousands of sickly children sturdy and strong. Men broken down by over-work, excesses, or residence in an unhealthy climate are speedily restored by their use. Obtainable at most shops where medicines are sold; they can also be had, post free, six bottles for \$8 or one bottle for \$1.50 from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore."

To Let.

TO LET.—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK" MOUNT KELLET, PEAK, a 6-Room Bungalow, Tennis Court and Garden.

Apply by letter only to—
"HO TUNG," "Idlewild," Seymour Road.

Hongkong, 31st July, 1906.

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1906.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906.

TO LET.

GODOWN, No. 9, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th July, 1906.

TO LET.

SHAMEEN, CANTON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th July, 1906.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th July, 1906.

TO LET.

"HAYTOR" THE PEAK, Immediate Possession.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1906.

TO LET.

NO. 1, ANTRIM VILLAS, Des Vaux Road, KOWLOON.

(on the sea front).

A Five-roomed House with a Large Square Hall.

Apply to—
HUGHES & HOUGH,

8, Des Vaux Road Central.

Hongkong, 28th July, 1906.

TO LET.

HOUSES in MORRISON HILL GAP ROAD, 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—
PERCY SMITH & SETH, Accountants and Auditors, &c., 5, Queen's Road Central.

Hongkong, 24th July, 1906.

TO LET.

NO. 1, OLD BAILEY.

Apply to—
ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 8th August, 1906.

Intimations.

THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET-HAN RAILWAY CO., LTD.

TENDER on 5 First-class, 5 Second-class, and 10 Third-class COACHES, 2 BAGGAGE CARS and 20 DUMP CARS. Capacity 5 cubic yards. The Coaches are to be the same style as the First and Second-class Coaches of the Sam-shui Division with the exception of the length which will be 60 ft. over end sills.

The Third-class Coaches are to be the same as the Second-class Coaches of the Sam-shui Division with the exception of the interior finish and the seats to run longitudinally. The sides and double centre seats. Bidders will be required to state the net cost and time of delivery free alongside the wharf, Wong Shu. Tenders will be opened in the Head Office, Canton, on the 23rd day of August, 1906, at 11 A.M.

The Company reserves the right to reject any or all bids.

CHANG TO CHAI, President.

Canton, 9th August, 1906.



THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the Municipal Regulation.

The Commission earnestly invites the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS, Secretary.

Hongkong, 6th July, 1906.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY FRESH MUTTON AND BEEF, at Moderate Prices.

Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING, No. 1 Stall, Central Market.

Hongkong, 14th May, 1906.

THE WINE GROWERS SUPPLY CO.



HARRETTO & Co.,

General Agents, Hongkong.

WHISKIES.

SCOTCH.

Black's Fine Old Scotch \$8.00 Per Dozen Case
Neil McLean, Old Scotch 10.00 " "
Ronald Rennie, Green Seal 12.00 " "
Glen Alva * * * * 13.00 " "
Neil McLean, Finest Liqueur 13.00 " "
Ronald Rennie, Perfection 14.00 " "
Melrose 16.00 " "
Ronald Rennie, Finest Liqueur 16.00 " "
Melrose * * * (22 Years Old) 20.00 " "

IRISH.

Mitchell's Old, Green Label \$9.00 Per Doz. Case.
Mitchell's Liqueur, White Label 15.00 " "

HARRETTO & Co., Agents,

</

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER

SPARKLING
INVIGORATING
HEALTH-GIVING.During the Hot
Damp Weather when
Heavy Drinks are out
of the questions, one's
thoughts naturally
turn to "RAINIER."

Per Case of 4 doz. quarts...\$16.50

Per Doz. quarts... 4.20

Per Case of 6 doz. pints... 16.50

Per Doz. pints... 2.75

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 11th August, 1906.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hong Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

Weekly—\$14 per annum.

The rates per quarter and per month, proportionally.
The daily issue is delivered free when the address is
accessible to messengers. On copies sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue is on any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 13, 1906.

CANTON-HANKOW RAILWAY
DIFFICULTIES.

It is with unalloyed satisfaction and hopefulness that we announce the fact that work in connection with the construction of the Canton-Hankow Railway was resumed, with every appearance of energy and determination to forge ahead at the utmost speed compatible with safety and solid workmanship, on Saturday. So long have the squabbles, jealousies and petty grievances delayed the operations that it seemed possible the completion of the line might be postponed for another couple of years, or a decade, or perhaps indefinitely. It seems ages since the line was in the hands of a foreign syndicate; it is certainly a considerable time ago since it came under the control of the Chinese, mainly through the disinterested and magnanimous loan granted by the British Government, through the medium of the Hongkong and Shanghai Banking Corporation; and it is certainly many months since the Chinese merchants of Canton, Hongkong and elsewhere united to assume charge of the undertaking, by providing the capital sum required for the extension of the track from Samshui to Hankow. It has generally been observed that the construction of a railway line in any country is hedged about with all sorts of unexpected difficulties. There are owners of property and impatient shareholders to be conciliated; there are employees to be selected with caution, watched like a hawk, and won over to believe that they are not merely working for the benefit of posterity but are themselves reaping and likely to reap advantages of which they had never dreamt. There are the natural difficulties of inundations, subsidences and

what not; and there is above all, that frequently irritating apparition in Chinese territory known as *fengshui*. The Canton-Hankow Railway has experienced one and all of these difficulties and several others in addition. It has passed through a greater variety of vicissitudes than could be readily off-hand, but it has survived, which shows the essential importance and value of the line. Only a railway endowed with inherent merits and thoroughly utilitarian even to the prejudiced eye could have surmounted the obstacles in front of the Canton-Hankow Railway. It is doubtful, however, whether the last of the troubles arising out of the construction works has even yet been met. From statements which appear in another column, it will be recognised that His Excellency Sir Matthew Nathan has been requiring the Canton Viceroy to justify his attitude with respect to the proposed appointment of a Belgian engineer to supervise and conduct the completion of the line. His Excellency the Governor has proceeded along the usual diplomatic course, and has now arrived at the dead wall which the astute Viceroy generally manages to erect by hook or by crook. At a first glance the matter may appear trivial; the appointment of an engineer, even if he be a Belgian, does not shake nations or cause dynasties to totter. But it is plain that Sir Matthew Nathan attaches much importance to the question. Through H.E.M. Consul-General at Canton His Excellency has pointed out to the Viceroy that under the terms of the British loan by which China was enabled to secure the redemption of the Canton-Hankow Railway from foreign concessionaires, China has agreed that, in the event of foreigners being called in to give the benefit of their advice, she will recognise Great Britain's claim to first consideration. In other words, that no foreigner will be appointed unless it be found that no Englishman is prepared to offer his services or is of sufficient ability to fill the post. The Viceroy has replied rather more promptly than usual, but still with his tongue in his cheek. He has no power to deal with the matter. The Railway is in the hands of the merchants. They are responsible for its management and its progress. If they think it desirable and proper to engage a Belgian engineer, well and good. He cannot interfere; he would be acting *ultra vires*; and it is impossible to say what his Imperial master or mistress would think of such conduct. There the matter stands; but it will be strange if Sir Matthew Nathan accepts that answer as final. There is a large principle involved; the Chinese made a solemn undertaking which they would now repudiate. The next step will probably be to influence Peking through the Foreign Office. What will interest most people is the fact that Sir Matthew Nathan should be engaged in Foreign Office work, or at least request the Consul-General at Canton to make representations on this question of the appointment of a foreign engineer. His Excellency's duties are under the direction of the Earl of Elgin not Sir Edward Grey. It does occur to the mind that His Excellency may have been charged with all railway matters in South China. He has certainly been indefatigable in urging forward the Kowloon-Canton Railway, although there is stated to be a hitch in the "machinery" in the New Territories at present. And it is not unreasonable to suppose that progress in connection with the Canton-Hankow Railway is regarded as in a way essential to the ultimate success of the line which will have its terminus at Kowloon. At all events, it is the Governor of Hongkong who has been in communication with the Viceroy of Canton over a question which is of importance from the diplomatic standpoint. And all the principal Chinese papers in Canton and Hongkong are in possession of the Viceroy's reply, which was published for the delectation of their readers this morning; while everyone interested in railway affairs in the capital of South China knew of His Excellency the Governor's intervention two days ago. It is a curious situation and one that is open to explanations. The Belgian engineer has not yet been engaged, so far as we know, but the work of completing the line to Hankow is once again under weigh, and for that there is room for every satisfaction. Problems of procedure and diplomatic exchanges may occur every day so long as the railway is pushed forward with all speed, for after all that is the main thing which will give an immense impetus to trade in South China and redound to the ultimate advantage of Hongkong.

THE Great Thurston, the "World's Wonder Worker and Marvellous Mystic Magician," a designation he has well earned for himself, in these parts as well as in others, concluded a very successful season at the Ko Shing Theatre on Saturday night, and, as we understand, very well satisfied with the treatment and patronage he was accorded there; in fact his whole Far Eastern tour, so far, has been one series of triumphs, and by no means undeserved triumphs, both from a financial and a mystic enterprise's point of view. To-morrow he leaves for a season in Saigon, thence to Java and through the Straits Settlements, and after completing his engagements there, he will return to London, no doubt carrying away with him very pleasant recollections of his Far Eastern tour, recollections which may possibly induce him, in the not distant future, to revisit the scenes of his late successes with new wonders.

WEST RIVER OUTRAGES.

Surely it is high time that the might and power of Great Britain to protect her nationals and foster her trade should be demonstrated to the audacious gangs of blood-thirsty villains who infest the West River. It is only a month ago to-day since the *Calam* was attacked by pirates and murder committed. The citizens of Hongkong protested in the most vigorous manner at the apparent impotency of the Government in dealing with the matter. In measured but effective language representatives of the leading shipping and business houses in the Colony expressed their views that the *Sai-nam* affair was the crowning crime in the calendar of West River piracy. It almost seemed for a few days that the British Government would be coerced into a haggard recognition of the rights of British subjects in the Far East, especially when our German friends sent a telegram to Berlin strongly urging upon the German Government the desirability of supporting the action of Great Britain in any form of reprisals that might be deemed proper. There have been the usual pour-pourlers and nothing has been done. Now, once again, we have been startled by the telegram, which was published in the *Hongkong Telegraph* on Saturday afternoon, stating that a British launch was attacked by pirates, one of the guard shot dead and four injured. That is surely a pretty commentary on the protection afforded to British traders in the Far East. The daring marauders of the West River must be laughing in their sleeves at the vessels which are supposed to represent the British flag. They ignored H.M.S. *Albatross*, boldly sailed past Wuchow in broad daylight, successfully landed their booty and quite as successfully disappeared. What has Viceroy Shum done to put an end to this state of things? What has his "underling" the Taotai at Wuchow done? Nothing, it is evident, and they will continue their policy of masterly inactivity so long as it suits them. We have a Consul at Wuchow, it is true, but he is tied hand and foot by red tape. He is not allowed sufficient discretionary powers to deal with matters of immediate interest brought to his attention. Everything must be referred to Canton or Peking, and, of course, the Viceroy and his staff know perfectly well what is likely to happen in the long run. There will be a number of despatches which will be pigeon-holed and in time the matter will be forgotten to every official's unutterable satisfaction. A British Consul at a port like Wuchow should not be regarded as a child to be wrapped in swaddling clothes, but as one capable of rendering aid to his compatriots in all matters which do not immediately trench on the diplomatic. One instance will suffice. A year ago the Viceroy confiscated about \$15,000 of cargo coming down under transit pass taken out by Messrs. Jardine, Matheson and Co., on the plea that some small regulation had been broken. This matter could have been settled easily at the first sign of trouble, but ultimately it grew in importance until it had the honour of being referred to Peking where it now rests still unsettled, together with more than one other vital and important case in connection with British interests on the West River. It is rather a pity that the river robbers confine their attacks to British vessels. If they would only extend their operations to a few German or French traders then we should see what we should see. Perhaps the pirates will oblige everybody by raiding a launch belonging to one or other of the Powers, and then, unless we are greatly mistaken, Great Britain will receive a lesson in swift vengeance and the best methods of securing permanent peace and security.

LOCAL AND GENERAL.

THE Hongkong, Canton & Macao Steamboat Co., Ltd., announce that there will be no sailing from or to Macao on Wednesday, the 15th inst.

We are given to understand that owing to the intense heat the Hongkong Gymkhana Club does not propose to hold a gymkhana meeting this month. The next meeting, it is said, will be held in September.

WATER Polo.—The "G" Co., R.W.K., will play "B" team V.R.C. this afternoon, at 6 o'clock. The "G" Co., R.W.K., will play the Band, R.W.K., to-morrow, at 5.30 p.m. The "G" Co., R.W.K. will play the 8th Co., R.G.A., on Friday, at 6 p.m.

THE case for the prosecution in which Lo Wing, a hawker, of 4 Moon Street, was charged on remand with selling *samsui* in his house on the 10th instant, was proved, at the Magistrate's court, this forenoon. Mr. Hazeland fined the hawker \$300.

TWO cooks and an assistant cook, all employed on board the steamer *Kwongchow*, were this morning charged with stealing a picul of salt, valued at \$4, the property of the Shiu On Steamship Company. They pleaded guilty to the charge, and Mr. F. A. Hazeland sentenced the first and second accused to three days' hard labour each. The third defendant being only a boy was ordered to receive twelve strokes with the birch.

A HOUSEBOY, employed at No. 5, Castle Terrace, was charged before Mr. H. J. Gompertz, at the Police Court, this morning, with gambling on the street, yesterday, and when arrested offered a bribe of 80 cents to a policeman to obtain release. Evidence was heard, and his Worship imposed a fine of \$3 on the first charge and \$5 on the second. The money offered to the policeman was ordered to be put in the poor-box.

UNLIKE the European who rendered the conductor of a tramcar a \$50 bill for a ten-cent ride and wanted change, an Indian watchman from Quarry Bay refused to pay his fare this morning and ended by lashing out at the policeman who was taking him to the lock-up. He was eventually landed in a cell. On being placed before Mr. F. A. Hazeland, at the Police Court this morning, the watchman was ordered to pay \$5 for not paying his fare and \$5 for assaulting a constable. All that for a five-cent ride!

WHEN Mr. E. A. Abiong, a clerk in the Army Ordnance Department, returned home shortly after twelve o'clock last night, he received a mail scare on entering his verandah when he found that he was not the only person there. His companion was a coolie. He inquired what the man wanted and as no satisfactory explanation could be obtained, the visitor was handed over to a policeman. He came this morning before Mr. H. J. Gompertz, whose prescription for such maladies was six weeks' hard labour and six hours' stocks.

THE Shanghai Dock and Engineering Co., Ltd., launched on the 6th inst. from their Pootung Works the single screw steel towboat *Daisy*, built to the order of Mr. G. McBain for the Matschappi-Tot-Mijn-Noschen Landbouwplooiatie in Langkat. The following are the dimensions of the boat:—Length over all 100'; Length between perpendiculars 105'; Breadth 20'; Depth 17'6". The engines are vertical compound, direct acting, surface condensing, having cylinders 16" and 35" inches in diameter by 24 inches stroke. The boiler is a single ended steel cylindrical return tube type, and arranged to burn oil fuel on arrival at her destination.

"You are a dangerous man," said Mr. F. A. Hazeland to a coolie, at the Police Court, this morning, who was charged with assault, turning to the officer in charge of the case his Worship requested him to see that the coolie was banished after serving his sentence. The coolie in question had a row with another man over some trivialities a few days ago, and accused said he would get "even" one day. He went to a friend and borrowed a murderous-looking fighting iron, which he applied on his "enemy's" head the next day, which necessitated the latter receiving treatment at the hospital. The accused admitted later that he borrowed the iron to fight with. A sentence of one month's hard labour was passed.

MICULE Zuberine, seaman, of the Italian warship *Catania*, was arraigned before Mr. H. J. Gompertz, at the Magistrate's court, this morning, charged with behaving in a disorderly manner in the grounds of headquarter house, yesterday, and also with assaulting the orderly. The accused denied the charges. The Indian orderly, who appeared in Court with a piece of court plaster on his lower lip, said that he saw accused and three other sail in the grounds of the General's house picking flowers on Sunday afternoon. He remonstrated with the men and told them to go, whereupon the accused turned on him and banged him on the mouth, cutting his lip badly. The Italian's version of the story was that he was given permission to enter the grounds, and he was picking flowers when he was assaulted by the Indian. His Worship discharged the defendant on the first count, and fined him \$15 for the assault.

POKER PLAYERS ARRESTED.

INDIAN SHOPKEEPERS CHARGED.

Eight Indian shopkeepers were arraigned before Mr. F. A. Hazeland, at the Police Court, this morning. The first defendant, who is charged with being the keeper of a common gaming house, was held in \$1,000 bail, and the remainder \$25 each to come up for trial in a week's time. Detective-sergeant Munson executed the gambling raid, with a party of detectives last night, and discovered the men having a flutter at poker. The police were of opinion that it was a public gambling house and so took charge of the men. It was alleged that the men were playing small stakes.

Mr. C.E. St. Beavie, of Messrs. Wilkinson and Grist, appeared on behalf of the defendants and the adjournment was allowed on his request. The police intimated that at the hearing next week the Crown Prosecutor will prosecute.

THE CHINESE VOLUNTEERS.

DISASTROUS ENTHUSIASM.

We (*Shanghai Times*) are exceedingly sorry to hear that the parade of the Chinese Volunteers, which took place a week or two ago before Duke Tai-tai and his fellow Travelling High Commissioner, Ziang Chi-heng, has proved almost as disastrous to the new Corps as a pitched battle. The parade, it will be remembered, took place on a Sunday, a blazing hot day, and a large percentage of the members of the Corps had to fall out, overcome by the heat. It appears that no fewer than twelve of these unfortunate young men have since died, and we are sure that the sympathies of the entire community, foreign and native, will go out to the families of the poor young fellows in their sad bereavement.

The lesson will doubtless be taken to heart by the officers of the Corps, who will learn from it not to parade their men in the summer sun without grave cause, and to adopt a more effective covering for the head than the inadequate little chapeau which at present forms the headgear of the Corps.

THE YUEH-HAN RAILWAY.

DESPATCH FROM H.E. SIR
MATTHEW NATHAN.

VICEROY SHUM'S COMPLACENT ANSWER.

At the request of His Excellency the Governor of Hongkong, the British Consul-General has sent a despatch to the Viceroy of Canton with reference to the proposed appointment of a Belgian engineer to superintend the construction of the Canton-Hankow railway. In the despatch it is pointed out that the proposal is inequitable to Great Britain, since it was with the assistance of British capital that China was able to secure the redemption of the line from foreign concessionaries. The loan was granted on the condition that China would complete the railway to Hankow herself. If it were considered desirable, on the other hand, that foreign engineers should be engaged to superintend the work, England should be given the prior claim to such appointment.

In response to the British Consul-General's despatch, Viceroy Shum has replied stating that the Consul has no right to interfere with the appointments and management of the Company. He states that he has memorialized the Throne and has obtained, for the merchants, the sole right of constructing the line, and that the Company being a commercial enterprise has the liberty to manage its affairs without outside assistance.

[The information contained in the first portion of the above report was in our possession on Saturday morning last, but for reasons, which appeared good and sufficient to us, we withheld it for the time. The Viceroy's reply (which reached us yesterday, Sunday, morning) to Consul-General Munro's despatch having appeared in this morning's issue of our venerable contemporaries, the reason for withholding publication of this important item of news from our columns no longer holds good.—Ed. H.K.T.]

The following appears in *The China (Chung Kwoh Po)* of to-day's date:—

"Viceroy Shum's reply to despatch sent by British Consul-General, Canton, relative to employment of foreign engineers in the Canton-Hankow Railway. It is reported that Viceroy Shum sent the following reply:—

"Replying to the British Consul-General's despatch containing a statement from the Governor of Hongkong to the effect that he has seen in certain of the Chinese daily papers an account of the Canton-Hankow Railway's intention to employ Belgian engineers in the construction of this railway, the Viceroy desires to state that the Canton-Hankow Railway having received Imperial sanction to be under mercantile management the employment of men and the management of all money affairs are all under the merchants. As to the Railway Company employing engineers, the power is vested in the Company; the Viceroy has nothing to do with it; therefore, the Viceroy requests that the above facts may be communicated to the Governor of Hongkong."

THE SAMCHUN LAUNCH
ACCIDENT.

OWNER TO COMPENSATE.

After being detained in a cell for nearly forty-eight hours at the Central Police Station awaiting the arrival of witnesses from Samchun to prosecute, the engineer of the steam launch *Hung On* was brought out this morning on a charge of "incompetence and negligence in the performance of his duty," and subsequently liberated.

The particulars of the accident, which appeared in our issue of Saturday last, was to the effect that while the *Hung On's* passengers were boarding sampans to take them to the shore someone in the engine-room turned off steam, scalding many of the passengers, who were in sampans, the result of which was that many had to take to the sea to get out of the way of the scalding steam.

Further particulars to hand this morning showed that Mrs. Gerrard, wife of Sergeant Gerrard, who was severely scalded on the leg, did not escape without any injuries. She was slightly burnt on the head and arm, and it was immediately after this that Gerrard seized her and jumped into the harbour and were both picked up some distance off by a boat. Several other passengers were slightly burnt, the only serious case being that of the man who received the full force of the steam on his chest, and is now in hospital.

When the engineer—Ng Ying by name—was brought and placed into the dock to await his turn to face the Court, it was the opinion of many that the prosecution could not prove the charge of negligence and that the case would be thrown out. The result was that the engineer was said to have been taken before the Harbour Master. What happened there no one knows, but the engineer was brought back to the Police Court and it was related that the police were going to withdraw the case.

When the case was called, Sergeant Gerrard asked that the engineer be discharged, and this was done by Mr. Hazeland, on the understanding that the owner of the launch had intimated that he was willing to compensate all those who were hurt in the accident. The engineer was accordingly discharged.

The engineer in a statement made yesterday gave this as the cause of the accident. When the launch arrived at Samchun he received an order from the coxswain to "stop." This he did. Soon afterward the telegraph rang "go astern" and a few minutes later, "stop" stand by. He was standing by with his hand on the stop valve awaiting the next order, when the greater turned on steam to blow the bilge water out. That was the cause of the accident. He had no hand on the matter.

TELEGRAM.

"HONGKONG TELEGRAPH"
SERVICE.

THE YUEH-HAN RAILWAY.

HONGKONG SHAREHOLDERS'
SUSPICION.

INSTRUCTIONS FROM THE PEKING SHANGPU.

Peking, 11th August, 11 p.m.
To Chang Kang Yu, Esq.,
Chairman, Hongkong Shareholders' Association.

We, the Shangpu [Board of Commerce], have received your telegram, which states that the statement of receipts and disbursements of the Yueh-han Company's monies has not been duly published, and shareholders are consequently in a state of apprehension and suspicion, and you urge that the subscriptions should be deposited with a reliable Bank.

The contents of your despatch have been duly noted.

We have already telegraphed to the Viceroy of the Two Kwang and Taotai Tseng instructing them to deposit all the shareholders' money into reliable Banks, and also to have accounts of all receipts and disbursements reported to this Board, so as to regain the confidence of the shareholders in the Company.

[We are enabled to publish the above telegram by courtesy of the editor of the *Chung Kwoh Po*—*The China*—Ed. H.K.T.]

CLAIM FOR GOODS SOLD.

A DISPUTED ACCOUNT.

Before his Honour Mr. A. G. Wise, Puisne Judge, presiding in the Summary Jurisdiction Court this morning, the Yuen Hing Shing, of No. 36, Wing Kai Street, greengrocers, sued Lo Hian Lo Shing, both of New Market, Des Vaux Road Central, traders, for the recovery of the sum of \$162.91, being the balance of account due from the defendants to the plaintiffs for goods sold and delivered during October and November, 1905.

Mr. G. H. Morrell, of Messrs. Denny and Bowley, Crown Solicitors, appeared for the plaintiff, first defendant not appearing, and second defendant appearing in person.

Lai Kwai, said he was the managing partner of the Yuen Shing. He knew Leung Shun, the master, who was formerly a master of another shop in the Central Market. He had dealt with the defendant for many years. The latter was a partner in the Fuk Chuen Loong shop, and it was owing to his telling him he was a partner that he gave him credit; otherwise, he would not have trusted him.

Lo Shing said he was the second defendant in this case; he was a *foet* in the Fuk Chuen Loong shop. He dealt with the Yuen Shing firm and purchased the goods for his cousin. His cousin was the master of the shop. His Honour: Well, you bought the goods and must pay for them, and you can sue your cousin, if you like.

Judgment with costs for the plaintiff, against the second defendant.

LAND SALE.

The letting by public auction was held this afternoon at the office of the Public Works Department of one lot of Crown land, north of Barker Road, for a term of 75 years, with the usual option of renewal for a further period of 75 years. This lot is registered as Rural Building Lot No. 126, and is situated opposite Rural Building Lot No. 93, north of Barker Road, and contains an area of 15,030 square feet, carrying an annual Crown rent of \$86. The upset price was \$1,804.

There was no competition, and the property was knocked down to Hon. Mr. W. G. Nathan for \$1,814, being \$20 above the upset price.

SHIPPING AND MAILS.

MAILS DUE.

German (*Sachsen*) 14th inst.
French (*Euphrate*) 14th inst.
Canadian (*Empress of India*) 14th inst.
American (*China*) 15th inst.
German (*Prins Regent Luitpold*) 15th inst.
Indian (*Ludwig*) 16th inst.
American (*Mongolia*) 16th inst.
French (*Polystene*) 20th inst.
German (*Prins Waldemar*) 27th inst.
Australian (*Changsha*) 1st prox.

The s.s. *Saint Patrick* sailed from New York for China and Japan on 9th inst.

The s.s. *ungliang* left Hioio yesterday, and may be expected here on afternoon of the 16th inst.

The Imperial German Mail s.s. *Reon*, which left here on 11th ult., arrived at Genoa on 11th inst., at 7 a.m.

The M. M. Co.'s s.s. *Polystene*, with the next French mail, left Singapore to-day, at 1 p.m., for this port via Saigon.

The American and Oriental Line s.s. *Yiddo* from New York left Singapore on 11th inst., and is due here on 17th inst.

The M. M. Co.'s cargo-boat *Kouang Si* from Antwerp and ports of call left Singapore on 11th inst., for Hongkong, and is due here on 17th inst.

The Imperial German Mail s.s. *Prins Regent Luitpold* will leave Foochow on 13th inst., after noon, and may be expected here on 15th inst., daylight.

The C. P. R. Co.'s s.s. *Taplar* arrived at Shanghai at 5 a.m. on 12th inst., and left again at 3 p.m., same day, for Nagasaki, where she is due to arrive at 6 a.m. on 14th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

TOGO'S FLAGSHIP.

SUSTAINED SLIGHT DAMAGES.

EXPECTED TO BE SOON READY FOR THE NEXT TRAV.

[From Our Own Correspondent.]

Shanghai, 13th August, 12.10 p.m.

It has now been ascertained that the damage which has been sustained by Admiral Togo's flagship *Mikasa* is comparatively slight.

That she will be brought up to her former fighting strength is regarded as certain.

[Reuter's.]

The Washington Treasury.

LONDON, 10th August.

The Washington Treasury will resume purchases of silver bullion for subsidiary coinage, on the 15th inst., one hundred thousand ounces will be required weekly.

It is understood that the Treasury has obtained control of considerable amounts for future delivery, with a view of not disturbing the market.

The Alaska Seal Fisheries.

Professor Elliot, the authority on sealing, declares that the Aleutian raiding schooners are owned in America or Canada, and registered in Japan in order to evade the responsibility of being captured and officered by Englishmen and Americans.

Later.

The United States Asiatic Squadron.

Advices from Washington state that, when the naval manoeuvres of the Atlantic fleet are completed, Rear-Admiral Brownson will go to some of the best armoured cruisers to the Asiatic station, paying no duty on route. This is presumably owing to the recent seal poaching in the Behring Sea by Japanese vessels.

The Native Trouble in South Africa.

11th August.

A Durban Ethiopian preacher has been sentenced to six months' imprisonment and twenty-five lashes for offering seditious prayers in a native kraal.

The Panama Canal.

Chinese labour will be given a thorough test in the construction of the Panama Canal, to replace labourers from Jamaica for whom the work is too hard.

Contracts of 2,500 coolies are already prepared.

THE SHANGHAI MIXED COURT.

THE BUILDING STOPPED.

From the N. G. D. News of 7th inst.:—There was nothing unusual about the appearance of the Mixed Court at 8 a.m. yesterday the hour when the Municipal Council's ultimatum in regard to the new buildings for which the necessary permit has been withheld expired.

A foreign sergeant, in plain clothes, was as usual on duty on the premises, and near the road, where the offending buildings were to be erected, there was a small gathering of native workmen. The proposed increase of cell accommodation has involved the demolition of the old cells on the East side of the premises, and excavations for the foundations of the new buildings are nearly complete. The only actual brickwork that has been done is the filling in of the foundations to a ground level on one side of the proposed building, so there was really nothing to pull down. The builder's coolies arrived on the scene between 7 and 8 a.m. They proceeded to mix cement and made other elaborate preparations for work, but the laying of the brick which would have necessitated Municipal interference, was never attempted. When questioned as to their idleness the coolies made evasive replies about the heat. Supplies of bricks, however, continued to arrive in wheelbarrows throughout the morning and some of the coolies found employment in stacking them in heaps.

An armed party of foreign constables, and ten Sikh troopers under the command of Trooper-Sergeant Spottiswoode, were held in readiness at West Hongkew Station. Fifty members of "A" Company mustered at Headquarters at 7.45 a.m. On falling in, twenty rounds of ammunition per man were served out, and the volunteers were then permitted to do as they pleased, as long as they did not leave the Municipal Compound. About 8.45 a.m. the Acting Captain Superintendent of police (Mr. McEuen) accompanied by Mr. Fenton (Caret) and Detective-Inspector Armstrong arrived at the Mixed Court. Having satisfied himself that no building was in progress Mr. McEuen visited West Hongkew station and, returning to the Court, had an interview with the Magistrate. This appeared to be satisfactory, for telephonic instructions were sent to head-quarters that "A" Company might be dismissed, and a few minutes later the armed police at West Hongkew were permitted to return to their Stations. The "Emergency Section" of "A" Company were told to hold themselves in readiness to turn out, for the next three days.

A DISPUTED SIGNATURE.

In the Summary Jurisdiction Court this morning, His Honour Mr. A. G. Wise, Puisne Judge, presiding, Suda Singh, an Indian watchman, sued Ha Hau, a fitter, employed at the Sugar Refinery, for the recovery of the sum of \$30, alleged to be due on a promissory note, signed by defendant on 15th March last.

Mr. R. Girdiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, defendant appearing in person.

Suda Singh said he was a watchman at the Sugar Refinery, and was the plaintiff in this case. Defendant was also employed there. Witness lent him \$30, and the latter signed the document produced. There were other people present when the document was signed. The sum of \$30 was still due, though he had applied to defendant for it many times. Defendant paid him \$3 for two months' interest, and then said he had no more money.

Deendant: When did I pay you \$3?

Witness: On the 15th April, \$1.50 and on the 15th May \$1.50.

Deendant: Where did I pay you these sums?

Witness: Outside Jardine's Bazaar.

Deendant: Have you anything to show that I paid you those amounts?

Witness: No, I took no note.

Deendant: Where did I sign that document?

Witness: In a shop in front of Jardine's Bazaar—a Chinese shop.

Deendant: Whose shop was it?

Witness: I only know the shop; I do not know whose shop it is.

Deendant: Was anyone present when I signed the note?

Witness: Four or five men.

Deendant: Can you produce these four or five men?

Witness: I don't know where they are. His Honour: He is alleging a forgery.

Channan Singh said he was a watchman at Wanchai. He had been in the Colony for two and a half years. He knew the defendant. He went with the plaintiff to the defendant, Ha Hau, about five or six months ago, to see him at the market at Wanchai. They all went to a shop. He saw defendant sign a document, and give it to the plaintiff, and he saw the plaintiff give defendant some money—\$30.

To defendant, witness said it was a cigarette shop.

Deendant: How is it the plaintiff said it was signed near the Jardine's market, and you say the Wanchai market?

Witness: I don't know the names of the markets.

Deendant: Then why are your statements different to the plaintiff's?

His Honour: I don't know that they are. Defendant, sworn, said he never borrowed any money from the plaintiff; he did not even know the man.

His Honour: He works at the same place as you do—the Sugar Refinery.

Deendant: But I only work in the day; he may be a night-watchman.

His Honour: Make him sign his name with a Chinese pen and ink.

Witness wrote his name.

His Honour: These two signatures do not seem the same; try him with another pen.

Deendant again wrote his name.

His Honour: I am not satisfied about this. Can the plaintiff find the shop?

Plaintiff: I think I can.

His Honour: Then you had better try, and take the defendant with you, and report if you cannot find the shop. If you do find it and the men there say they do not remember anything about the transaction, you must report that too. I want to get to the bottom of this, and I'll adjourn the case till Friday.

The case was accordingly adjourned to go into Friday's list.

INTERPOL CRICKET.

In response to a pressing invitation from the Shanghai Cricket Club it was decided to send an XI to Shanghai about the end of September to play Shanghai and probably Tientsin.

No actual sailing date has been fixed but at the moment the P. & O. *Nile* leaving Hongkong on 30th September seems to be the most convenient. The Committee, however, hope to be able to arrange for the Team to arrive in Shanghai on Saturday, 29th September, to meet the wishes of the Shanghai Cricket Club who would like the games to commence on Monday and Tuesday, October 1st and 2nd, as both these days are public holidays.

The following players are requested by the Committee to practice at the nets on the Cricket Ground on and after Monday, 13th inst., and to inform the Secretary at once whether they are able (if selected) to go with the Team:—

1. W. C. D. Turner 11. H. R. Phillips
2. T. E. Pearce 12. Maj. Clitheroe, R.A.C.
3. C. H. Mackay 13. Dr. H. F. Strangman-Leake, 15th Infantry

4. K. L. O. Bird 14. Lt. Hope, R.A.
5. Capt. H. W. Smith, R.A. 15. H. W. Arthur
6. W. H. Woodward 16. W. A. Powell
7. Walter Dixon 17. Lt. Col. Price
8. Lt. Lucy, R.A. 18. W. J. Daniel
9. Lt. Usher, 15th Inf. 19. Water Daniel
10. G. E. Morrell 20. Lt. J. M. C. Doran, A.S.C.

The Committee will be glad to receive suggestions for additions to the selected list.

THE CHINA BORNEO CO.

Reports from Kudat have been received to the effect that new shops are being built with timber imported from Singapore. The reason given is that it is "cheaper than buying from Sandakan." This too though there is an import duty of 10% on timber!

To the above report Mr. W. G. Darby, Manager of the China Borneo Co., adds the following remarks: "This can only be true to a limited extent as we ourselves have shipped over 5,000 c. ft. of planks to Kudat this year up to date. Cheapness has never been the sole object we have in view. Our aim is rather to supply a good article at a fair price and the above sales are some proof that our endeavours meet with some little success."—D. N. D. Herald.

CANTON-HANKOW RAILWAY.

CONSTRUCTION RESUMED.

[From Our Own Correspondent.]

Canton, 11th August, 1906.

The long-expected and much discussed resumption of work in connection with the completion of the Canton-Hankow Railway has, at last, become an accomplished fact. Considerable enthusiasm was manifested by the Chinese merchants and gentry at the initiation of an enterprise combining the spirit of a commercial undertaking with national patriotism. Commencement was made to-day with the building of the Sai Chun Nam on section of the Yueh Han Railway. Mr. Chang-Kun Ying, the chief manager of the company, was present, and he himself, with a shovel, turned the first sod, in order to stimulate the workmen with their work, which it will be the endeavour of the company to push on vigorously to completion. The company has called for tenders for the supply of materials, within thirty days. The name of the successful tenderer has not yet been disclosed. Judging from the ardour and enthusiasm with which the work is inaugurated, under Chinese auspices, it is confidently expected that the date of completion will not be far off.

THE SUPERINTENDENT ENGINEER.

Difficulty is experienced in the appointment of a suitable engineer, as the superintendent of the line. The services of Mr. Chin Tin Yau and Mr. Kwong Sun Mau have been retained by Viceroy Yuan; their appointment to the Yueh-han Railway cannot, in consequence, be secured. Thus the coveted position of Superintendent Engineer is still vacant. It is reported that it is Viceroy Yuan's intention to retain all suitable and competent engineers [of Chinese nationality] for employment in the North.

BRAVERY REWARDED.

CHINESE CARPENTERS COMPENSATED FOR LIFE-SAVING.

On Saturday last, in the charge-room of the No. 2 Police Station, Wanchai, Inspector Gourlay, on behalf of the Beilios Trust Fund, made a presentation of \$5 each to five carpenters, employed at A King's slipway, Wanchai Road, for their heroic services in saving life during a squall in July last, when the lives of six persons were in danger.

The men accepted the gift, after the Inspector had said a few congratulatory words, and thanked him and the Trustees for their kindness.

The circumstances under which these men's services were requisitioned, are as follows: On 14th July last, at one o'clock in the afternoon, a heavy squall struck the Colony. Several sampans before the squall increased in force were making for shelter, but unfortunately were caught half way to Causeway Bay. A sampan, that was making for shelter and which was being towed, was overturned immediately opposite the slipway and about 300 yards from the shore. On board that sampan were a man and his wife and four children, three boys, aged 2, 4 and 8 years, respectively, and a girl, twelve years old. The carpenters, who were in the shed, saw the boat capsized and immediately one and all rushed to the pier, manned a dinghy and rowed to the scene. The sea was as rough as can be under such conditions; rain fell in torrents; and the wind blew with such velocity as to almost to capsize the dinghy on several occasions. The men, however, stuck to their guns, and, undeterred, kept their dinghy's nose pointed to the wreck with much trouble. Near the wreck they had a very narrow escape of entering the choppy sea. A huge wave struck them amidships which tossed the dinghy to one side, while a gust of wind caught the other side of the boat and made her slip water. When they got to the wreck the mother and father of the children were the first to be pulled aboard the dinghy, for they were found clinging on to the side of the sampan, but the children were confined under hood. One of the carpenters dived under the hood, made his way under the hood, and came to the surface with the twelve-year-old girl. They tussled hard to extricate the other children. Carpenter after carpenter dived under the hood and came to the surface alone. The next plan was to smash the bottom of the boat by a means rescue the children from a watery grave. This did not prove of any success, and after many attempts, they pulled the sampan and rescued two other children, aged 2 and 4, but the eight-year-old lad, could not be found. They remained on the scene for a few minutes longer, but no signs of the body could be seen and they returned to the slipway, landing the rescued ones who were none the worse for their submersion. The other boy was drowned; the body never being recovered.

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Shipping—Steamers.

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CHINA MUTUAL STEAM NAV. CO., LD.

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MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	16th August.	
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "	
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "	
GLASGOW and LIVERPOOL	"KINTUCK"	6th September.	
GLASGOW and LIVERPOOL	"TEENKAI"	13th "	
GLASGOW and LIVERPOOL	"MACHAON"	20th "	
GLASGOW and LIVERPOOL	"MOYUNE"	27th "	
GLASGOW and LIVERPOOL	"AGAMEMNON"	3rd "	
GLASGOW and LIVERPOOL	"CALCHAS"	10th "	
GLASGOW and LIVERPOOL	"MENELAUS"	17th "	
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "	

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th August.	
LIVERPOOL DIRECT	"TYDEUS"	20th "	
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "	
MARSEILLES, HAVRE & LONDON	"ALCINOUS"	30th "	
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	11th September.	
GENOA, MARSEILLES & LONDON	"PELEUS"	20th "	
LONDON, AMSTERDAM & L'POOL	"ANTENOR"	25th "	
HAVRE, ROTTERDAM & L'POOL	"CYCLOPS"	30th "	

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THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.	
	"NINGCHOW"	19th September.	

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.	

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th August, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"TEAN"	14th August.	
NINGPO, SHANGHAI & VLADIVOSTOCK	"PAOTING"	17th "	

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

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BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th August, 1906.



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between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 18th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 25th August, at Noon.

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GENERAL MANAGERS.

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Steamship	About
"JOHN HARDIE"	20th August.
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HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	17th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th August.
* SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	24th September.
HELVETIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.
SEGOVIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th October.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well-ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG", s.s. "HOHENSTAUFEN", s.s. "SCANDIA", and s.s. "SILESIA".

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
ITHAKA	SHANGHAI AND NAGASAKI	THURSDAY, 16th inst., Freight and Passengers.
DAPHNE	NAGASAKI AND VLADIVOSTOCK	Beginning of September, Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked † to

Hongkong, 13th August, 1906.

SIEMSEN & CO.

[654]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

FOR	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"SUJANG"	TUESDAY, 14th August, 3 P.M.
SHANGHAI	"KHYONGSANG"	THURSDAY, 16th August, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 17th August, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 13th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"
Captain Powell, will be despatched as above,
on SATURDAY, the 11th September, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd August, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK;
(With liberty to call at the Malabar Coast)

THE Steamship

"FOXLEY,"
Captain Butchart, will be despatched for the
above Ports, on or about the 4th September.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 8th August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.PROPOSED sailings (from HONGKONG)
to CALLAO, IQUIQUE, VALPARAISO,
via JAPAN PORTS (KOBE and YOKO-
HAMA)."KASADO MARU," 6,000 tons,
sails on FRIDAY, the 17th instant, at Noon,
instead of as previously advertised."GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.
(Date of sailing subject to alteration).Taking freight also to other Western Coast
Ports of South America, transhipping to the
Connecting Line.The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.For further information as to Freight and
Passage, apply toK. MATSUDA,
Manager,
Yokohama Building.

Hongkong, 11th August, 1906.

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN
FRANCISCO.

THE Steamship

"TONAWANDA"
will be despatched for the above Ports, on or
about the 20th instant.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th August, 1906.

Shipping—Steamers.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship

"KANJU MARU,"

Captain K. Hashimoto, will be despatched as
above, TO-MORROW, the 14th instant, at 3 P.M.
For Freight and Passage, apply toNIPPON YUSEN KAISHA,
Prince's Building,
Hongkong, 13th August, 1906.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"GLEN TURET,"

Captain R. Webster, will be despatched as
above, on or about the 14th instant.

For Freight, etc., apply to

MCGREGOR BROS. & GOW,
Hongkong, 1st August, 1906.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Nelson, will be despatched for
the above Ports, on FRIDAY, the 17th instant,
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 11th August, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From Marseilles, ex S.S. "Himalaya,"
From Calcutta,
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee,
and the Company's representative at an ap-
pointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 11th August, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. "Macedonia,"
From Italy,
From Australia,
From Calcutta, ex S.S. "Syria."Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 15th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the
Godowns for examination by the Consignee,
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which they
cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.Cargo impeding the discharge will be landed
at once, at Consignee's risk and expense.Cargo remaining on board after 4 P.M. of the
13th instant, will be landed at Consignee's risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignee's risk and
expense.Bills of Lading will be countersigned by the
Undersigned.DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 10th August, 1906.

Consignees.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SCANDIA,"

Captain von Dohren, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignee's risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 14th August, will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th August, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RENEDE,"

FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the

Intimations.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

DO. AU CITRON.

FISH PASTE FOR SANDWICH.

PURE DE FOIE GRAS DO.

AND

Other Picnic size tins of PRESERVES.

FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS AND

CAKES.

CROSBY & BLACKWELL'S SAUSAGES,

STREAKY BACON, BATH CHOPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other

VEGETABLES.

Hongkong, 21st July, 1906. [61]

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAFFIN'S GENUINE

COMPOSITION RED HAD

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

No. 10, &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 21st March 1906. [61]

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN

PLASMON BISCUITS.

THEY contain 20% of Plasmon and are

more easily digested and afford greater

nourishment and sustenance than any other

Plasmon makes the actual flesh forming value

of food to a high and trustworthy degree. An

essential food for those who abstain from meat.

They are made in three varieties:—

Sweet, Plain, (Unsweetened) Wholesome.

H. RUTTONIER,

Hongkong and Kowloon.

Hongkong, 12th June, 1906. [61]

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph & Co., Ltd.

Hongkong, 12th August 1906.

CHICAGO.

THE CITY OF HORROR.

A SCATHING CRITICISM OF "COMMER-

CIALISM GONE MAD."

One looks with horror upon the Borgias—

the dread poisoners centuries ago. The loathing

inspired by their black and evil deeds will

live as long as history. For poison is of all

crimes the most detestable. Something may

at times be said for the killing by the way of

force. Indeed, murder by violence is legalised

by war—when nation fights nation. But even

war—horrible though it be—sets its sinister

face against the killing by poison. And so it

is that the very name Borgia has in effect

passed into languages of the world as a fright-

ful synonym for treacherous and secret murder.

But there are degrees in all things. And it

has come that the crimes of the Italian

poisoners have been surpassed. The meat-

packers of Chicago have poisoned more people

than the Borgias ever dreamed of poison-

ing. For they have sent their deadly wares

through the whole world.

Another thing. Evil though the Borgias

were they did not poison for money. They

poisoned out of revenge—or to satisfy their lust

for power.

The Chicago meat-pickers have secretly

murdered thousands upon thousands of people

for money. They have done it by the way of

trade.

And will these American tradesmen-Borgias

be punished for their crimes?

MURDER LEGAL IN CHICAGO.

They will not. They will walk insolently

around, for Chicago in itself is as rotten and as

corrupt as the very goods in which these mur-

derers deal.

Chicago is a foul temple erected to the god

Gold.

An old strange tale tells us of the Minotaur

—a hideous being whose insatiable demand

for victims could not be appeased. And there

are those who believe that this monster was

but evolved from out of the imagination of the

people of old—that it was but a tale woven for

credulous in the world's infancy. This may

have been so. It may have been that the

Minotaur did not exist.

But Chicago exists. Chicago shames even

the beast of the fable. This poison town is a

thousand Minotaurs. It degrades and crushes

and devours human beings. It cares for neither

God nor man nor hell.

To have been poured from all parts of Europe

those who labour with the hands. And they

have been used and crushed and broken. The

good has been taken from them and they have

been left to rot and die.

Frankly, I am one who believe in revolution. I believe in change. But I must say that democracy fills me with no hope. For democracy has produced Chicago.

EVERY BORGIA HAS HIS PRICE.

And I say that it is more decent for a

Government to get Cosacks to shoot down

people in cold blood than for a Government to

sweat and crush people and to poison them

to the bargain.

St. Petersburg is a better place for a working

man than Chicago.

You will say that the American Government

is against these wholesale world-poisoners.

Don't believe it. There is one real man in the

American Government against them, and that

is Roosevelt. The members of the Senate and

Congress are taking them generally—bought

by these poisoners as diseased cattle are

bought. The scoundrels of the American

Government sell their votes to the highest

bidder. This is a matter of absolute common

knowledge.

If you don't believe this, go and live in

America as I have lived in it. Is the price of

hemp high? What is the matter with the

lamp-post?

Where is Judge Lynch? You were cruel,

Judge Lynch, and often you made mistakes,

but at least you were honest.

Of course it is wrong to talk like this. It is

wrong to say that these poisoners should be

punished.

But it is all right to poison people wholesale

for money. It is all right to buy corrupt

Senators and Congressmen to back up in the

Capital this poisoning. It is all right to poison

the soldiers of your country when they are

fighting your country's battles in the field.

Why? Because it is backed up by the majesty

of the American Government.

For all right for the Chicago packers to

commit deeds of which the Borgias would be

ashamed. Did the Borgias ever poison their

own soldiers when they were fighting in the

field? I wonder.

I have no right to say that these Chicago

packers would be lynched if the Americans

had anything left of the manhood that be-

longed to them in the days of the revolution. I am

wrong, I apologise.

CITY OF DREADFUL SOUND.

Russian Grand Dukes! Why, Russian

Grand Dukes are babes and sucklings com-

pared with these Chicago packers. They are

angels of light and progress. While the

United States of America is a glorious, sham

republic. You have shamed the very name

of democracy.

You have produced Chicago!

And all I can say is that if this kind of thing

continues I am going to become a hard-shelled,

ossified Tory. If Chicago is a specimen of

what mankind suffers really can do when it

gets its back up, I am going to renounce my

revolutionary ideals.

Have I been in Chicago? I have.

It is a swift, immense town of overwhelming

noise.

The noise of New York is almost as silence

when compared with the noise of Chicago.

And the rush of New York is but as the pace

of a snail when compared with the rush of

Chicago.

You are in the grip of a hell of fighting, over-

whelming, head-splitting. People are rushing

along in all ways and directions. Electric cars

are going with frightful swiftness. The sounds

of the quick crunching of wheels of all kinds

come from every direction.

HUNTING AND BEING HUNTED.

Myriads of rushing people. It is as if they

were almost springing up out of the ground.

They are coming so swiftly, and from so many

different directions, that you are confused in

watching them, and the sense of their going in

any direction at all is blurred. You are stand-

ing in the midst of an immense stream that is

furiously moving and that still is going no-

where.

The faces of the people are strange and hard.

Perhaps it is that the faces wear an expres-

sion of ruthlessness. And an expression of worry.

These myriads of human beings are at once

hunting and being hunted. There is at once

fear and the lust of the chase in their eyes.

Great towns give to those who live in them

an expression over their individual expression.

O each face is a curious over-expression that

is not of themselves, but of the town.

For each town is of itself a being. It places

its own strange mark upon those who

live in it. If you are one who knows

many of the world's great towns it may

be that this fact will have come under your

notice. For example, the faces of the people

of London are not as the faces of the people

of Madrid. There is the difference and the

individual difference, but superadded to this

is the difference made by the living in the

complex town organism. And the people of

capitals are never as the people of the

countries of these capitals.

Chicago is the capital of commercialism

gone mad. In this sense it is what its in-

habitants claim for it—a world-town. A place

denationalised. An abnormal place express-

ing the world's greed for gain. It is no more

American than it is European. Just a horrible

place of rushing and striving.

And its dreadful impress is upon the faces of

the people who are hurrying and rushing

along.

Let this be understood.

The crowd is stronger than the individual.

An individual in a crowd is in a sense as a

straw in a stream. The crowd will dominate

the individual, if not at the moment, in time.

You will note this if you go into a concourse

of people who are strongly swayed by some

impulse. You are carried away against your-

self.

NONEY, PARDONS ALL.

It is a surprisingly common error in the

world's psychology to imagine that individuals

live. The being who is called the great in-

dividual is but the being who expresses what

lies deep in the dim and complex mind of the

crowd.

I may appear to be going away from my

point, but I am not.

My point is that Chicago expresses absolutely

the world's greed-crowd, and that this expres-

sion is so subtly upon the faces of those who

pass.

If you have money in Chicago you may do

what you will. For the Chicago administrators

of the law are amongst the most rotten and

corrupt in the world. Americans themselves

admit this.

It is the fashion to point to the law adminis-

tration of the Far East as dreadful examples of

venality. But the law is only Western modesty.

For the police of Chicago could give points in

the gathering of backsheesh to the police of

the worst town in Turkey.

I would like to digress somewhat here to

point out the fact that Europe has less than

nothing to learn from the United States of

America. The authorities there are very parti-

cular as to the working men they allow into

their country, and all I can say is that it would

be well if they were still more particular

and did not let them in at all.

THAT GLORIOUS "LIBERTY!"

For then the working man would be saved

from being sweated and crushed and broken.

The worst country in Europe is better for the

work than the United States. For in the United States a man is no more than a cipher. This talk and boast about liberty is simply impudent rot. England is a paradise for the working man when compared with America. I know whereof I speak, for I have worked with my hands in that country, and I strongly advise all Englishmen to leave it severely alone.

A place such as Chicago is enough to make the one who believes in overturning States by violence think twice before advocating the destruction of old-established forms of govern-ment. For what is the good of throwing bombs at Grand Dukes if you are going to get meat-packing Borgias in their place? Liberty is a grand thing, I know, but liberty to starve, or, as an alternative, to have the life crushed out of you by overwork, is not liberty. Does any-one mean to tell me that a Chicago working man is made old before his time so that thieves and poisoners may make money out of him, is better off than a Russian muzik?

THE PENALTY OF HUSTLE.

Never throw away your dirty water before you get clean!

This is one of the very rare proverbs that has something in it. And what is the good of destroying St. Petersburg if you are only going to get Chicago in its place? What is the difference between the Cosack whip and the whip of starvation with which the employer lashes you if you will not consent to kill your- self slowly for him?

The longer I live in the world the more I see that going swift is not the noble and glorious thing it is alleged to be. I used to think once that slowness was a crime. But now I see differently. I have realised that the world has taken a little time to form itself. Man has taken some time to get a hold on him- self. Rome was not built in a day.

Beware of going swift.

For going swift has produced Chicago.—

Answer.

Shipping.

Arrivals.

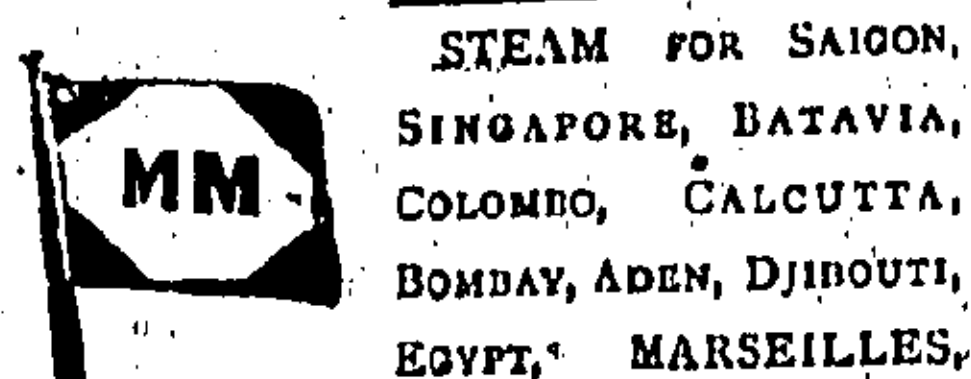
Tinhow, Br. s.s., 901, C. J. Kerr, 11th Aug.—

Hilo 7th Aug, Sugar, A. K. & Co.

Dagrun, Nor. s.s., 670, Alf. Lund, 11th Aug.—

Bangkok 4th Aug, Rice.—Order.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON.

SINGAPORE, BATAVIA,

COLOMBO, CALCUTTA,

BOMBAY, ADEN, DJIBOUTI,

EGYPT, MARSEILLES.

LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 21st August, at 1 P.M.

This steamer connects at Colombo with the Australian line s.s. *Ville de la Cloie* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN 4th September.

S.S. POLYNESIE 18th September.

S.S. SALAZIE 2nd October.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th August, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 25th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Victoria*, 6,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 7th October, 1906.

Parcels will be received at this Office until P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th August, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJIB, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont 9,500 T. W. Garlick. 22nd Aug.

Lysander 3,753 F. G. Partridge. 15th Sept.

Lysander 4,417 G. V. Williams. 29th Sept.

Shawmut 9,500 E. V. Roberts. 24th Oct.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 3rd August, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship. About.

"ATHOLL" 8th September.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 9th August, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's

Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superioress will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,

who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	Per Case.	\$22.50
"	"	20.00
"	"	16.75
WHISKY, PALL MALL	"	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	"	12.50
" C. P. & CO.'S SPECIAL BLEND	"	10.50
PORT WINE, INVALIDS	"	20.00
" DOURO	"	13.75
SHERRY, AMOROSO	"	20.00
" LA TORRE	"	16.00
BENEDICTINE, D.O.M.	"	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

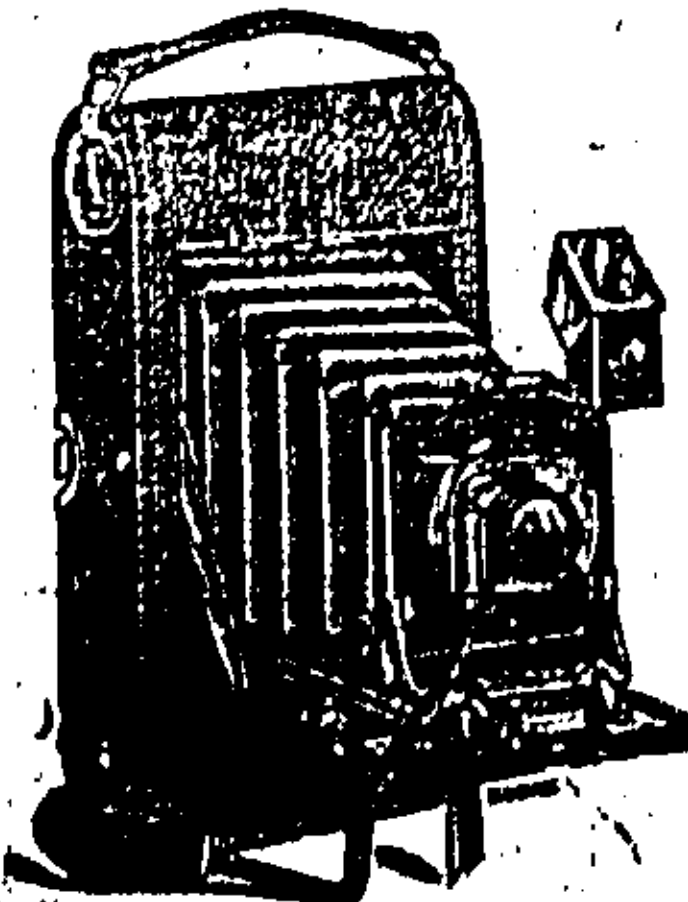
&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 15th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$9,500,000 \$250,000	\$1,699,777	{ \$1 1/2 div. and \$1 bonus @ ex. 2/09/16 = \$26.87 for 2nd half-year 1905	1 1/2 %	{ \$850 { London 1/2 10/- \$47 sales.
National Bank of China, Limited	99,925	£7	£6	\$1,000,000 \$147,895	\$74,099	\$2 (London 3/6) for 1905 .....	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$335
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$250,000 \$31,137	\$2,792,271	Interim div. of \$3 1/2 for 1905	4 1/2 %	\$800 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$800,000 \$161,278 \$15,527	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$250,000 \$2,610	\$344,058	\$6 for 1904	6 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$147,895	\$422,618	\$25 for 1904	7 1/2 %	\$320 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,638	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$200,000 \$250,000 \$500,000	Nil.	\$3 1/2 for year ended 30.11.05	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$147,895	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..	7 1/2 %	\$27 1/2 buyers
INDUSTRY.								
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	\$280,958 £3,999	£2,452	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$71 1/2
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 20,000 Tls. 400,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 sales
"Do" (Preference)	100,000	£1	£1	£4,144	£207,815	Final Tls. 1 1/2 making Tls. 3 1/2 for 1905	6 1/2 %	Tls. 11 sales
"Shell" Transport and Trading Company, Limited ..	10,000	\$10	\$10	\$50,000 \$32,957	\$218	\$1.50 for year ending 30.4.1906	3 1/2 %	\$29
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 Tls. 305,479 Tls. 48,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	6 1/2 %	\$150 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$132,888	\$3 for 1897 .....	...	\$21 1/2 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04 .....	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$80,000 { £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months? { ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905 ..	7 %	G \$14 nominal
Pauk Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents .....	...	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Goh) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$50,000 { \$65,600 { \$20,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106
Yan, Long & Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$361,232	\$6 for second half-year making \$12 for 1905 ..	7 1/2 %	\$153 sellers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$88,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 79,787	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905	8 1/2 %	Tls. 100
Shanghai and Hongkong Wharf Company, Limited ..	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,065	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905 ..	6 %	Tls. 235 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 235 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year .....	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai) ..	25,000	\$25	\$25	\$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905	7 1/2 %	\$33 sales
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.10 on \$12 for 1905	13 1/2 %	\$18 sales
"Do" (new issue)	24,000	\$15	\$15	none	...	7 % on \$7 1/2 for 1905 .....	...	\$15 1/2 sales
"Do" (Founders)	123	\$15	\$15	...	...	None .....	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$24,071	1619	\$5 for second half-year making \$10 for 1905 ..	8 %	\$125 sellers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 79,787	Tls. 1,935	Final of 6 % = 10 % for 1905	15 1/2 %	Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$208,380	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 869,493 { Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110 ex d. s.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 %	Tls. 79 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898 .....	...	Tls. 64 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	10 1/2 %	Tls. 76 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	190 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1 1/2 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,050	\$1,097	\$3 for 1905	9 1/2 %	\$32
China Indene Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904 .....	...	\$10 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905 ..	16 1/2 %	Tls. 60 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,210	60 cents for year ending 28.2.06	6 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	9 %	\$9.10 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	7 1/2 %	\$2 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$10,893	\$2 1/2 for year ending 28.2.06	10 %	\$25 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 { 10/- cents for 10 months ending 28.2.06 ..	8 %	\$15 sellers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	\$ 1/2 for year ending 30.11.1904	6 1/2 %	\$255
Hongkong Ice Company, Limited	5,000	125	125	\$80,000	\$3,776	\$ 1/2 for 1905	8 1/2 %	\$256 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$60,000	\$5,813	Int. div. of \$4 for 1-year ended 30.6.06 ..	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$88	\$9 for 1905 on 5 shares	11 1/2 %	\$81
Maatschappij tot Mijn, Bosch en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,503 { Tls. 27,603	Tls. 19,374	Final of 50 cents making \$1 for the year. { second interim div. of Tls. 7 1/2 making { Tls. 15 so far a/c yr. ended 31.10.06 ...	10 %	Tls. 222 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None .....	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 126 1/2 ex div
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 { Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 1/2 %	Tls. 142 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 { Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	{ 7,200 { 7,200	{ 200 { 225	{ 200 { 215	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906 .....	...	Tls. 360 Tls. 278
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$41,934	None .....	...	\$20
Steam Laundry Company, Limited	20,000	\$ 5	\$ 5	none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 { Tls. 4,000	Tls. 1,052	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ \$25,000 { \$35,000	\$752	{ 70 cents { 85 9/10 % for year ended 31.5.1906	{ 7 1/2 % { 5 1/2 %	{ \$9 { \$180
Do. (Founders)	100	\$10	\$10	...	...	...	...	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 { \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$10
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$676	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$10 buyers
DIVIDENDS PAYABLE								
Hk., Canton & Macao Steamboat Co., Ltd.	\$1							14th August
Hongkong and Shanghai Banking Corp'n.	\$1.15							18th August
Hongkong and Whampoa Dock Co., Ltd.	\$6							20th August
Astor House Hotel Co., Ltd. (Shanghai)	\$3							18th August